

PROJECT STATUS REPORT

INSTRUCTIONS

ITEM 8 Entries will be taken from codes listed on ~~EXTRA SHEET FOR THIS FORM~~ page 3.

ITEM 20 Enter concise project progress information sufficiently complete so that reference to other reports will not be necessary. Changes in program scheduling should be fully explained. If additional space is required, a separate 8 x 10½ sheet will be used. Identify particular report and mark proper security classifications.

1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
921A		62B02
4. AFFTC PROJECT DIRECTIVE NR	5. AFSC PRIORITY	6. REPORTING PERIOD
62-26	75A	December 1963

7. TITLE AND OBJECTIVE

EXTRACTION FORCE TRANSFER DEVICE

To investigate the performance of an extraction force transfer device to determine whether any conditions of use could result in premature release which would affect safety of flight.

8. SCHEDULE	CURRENT FY 64												FY 65												FY 66 QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th
CURRENT SCHEDULE																												
NEW SCHEDULE																												
CHG CODE	J				X	3	5	5	2	R	R																	
9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR																								
14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED																							
10/100	10/93	70/92	5/92	5/0	100/87																							

20. REMARKS

LIC 9124 WSC 3

Tests completed: 31

Tests documented: 36

Aircraft hours flown to date:

Documented aircraft hours remaining:

Test	Photo	Test	Photo
C-130 - 31	T-28 - 18	C-130 + 5	T-28 - 6
	T-33 - 11		
	TF9J - 1		

No tests. This program is being extended by 10 tests leaving a total of 15 tests to be completed.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
31 December 1963	FTLGC/262	H. J. Hunter

Approved For Release 2002/10/21 : CIA-RDP75B00285R000400020027-7

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
921A		63B14
4. AFFTC PROJECT DIRECTIVE NR	5. AFSC PRIORITY	6. REPORTING PERIOD
63-83	01	December 1963

7. TITLE AND OBJECTIVE

D. E. S. TESTS
(Purpose is classified)

8. SCHEDULE	CURRENT FY 64						FY 65						FY 66 QTRS				FY 67 QTRS																									
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th										
CURRENT SCHEDULE							U	N	K	N	O	W	N																													
NEW SCHEDULE																																										
CHG CODE																																										
9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR																																						
14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED																																					
10/90	10/50	70/50	5/50	5/0	100/50																																					

20. REMARKS

LIC 9341

Tests completed: 4

Tests documented: 7

Aircraft hours flown to date:

Documented aircraft hours remaining:

Test	Photo
F-106B - 6	T-38 - 3
	F-104 - 20
	F-106B - 2

Test	Photo
F-106B - 3	F-106B - 2
	F-106D - 6
	T-38 - 7
	T-33 - 4

This project is classified.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
31 December 1963	FTLGM/266	<i>Charles O. Laine</i> CWO Charles O. Laine

PROJECT STATUS REPORT

INSTRUCTIONS

- ITEM 8** Entries will be taken from codes listed on the reverse side of this page 3.

ITEM 20 Enter concise project progress information sufficiently complete so that reference to other reports will not be necessary. Changes in program scheduling should be fully explained. If additional space is required, a separate 8 x 10 $\frac{1}{2}$ sheet will be used. Identify particular report and mark proper security classifications.

Prior to the airdrop of this vehicle, static pull tests were conducted in accordance with recommendations made by the Systems Engineering Group (SEMEP) to simulate the maximum load conditions which could be encountered during flight and extraction. The tests were conducted on a fully rigged XM/551 vehicle which was installed in a C-130 (463L) type restraint rail system that was mounted on a concrete base.

The purpose of these tests was to insure that the dacron webbing used to restrain the load to the modular platform would not elongate to the extent that load shift would impair flight safety from a clearance viewpoint.

The test conditions were as follows:

- a. Test I - Flight loads in flight
 - Forward - 0.5g, two cycles
 - Side - 1.0g, two cycles
 - Aft - 0.5g, two cycles
 - b. Test II - Flight loads during extraction
 - Side - 0.5g, two cycles
 - Aft - 1.3g, two cycles. These loads were applied at an angle of 6° with the longitudinal axis of the load.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
31 December 1963	FTLGC/262 Approved For Release 2002/10/21 : CIA RDP75E00295B004000477278	 Captain R. P. Hastings